

Martell's  
Brandy

are known and asked for  
all over the World.  
Sole Agents,  
H. Price & Co.,  
12, Queen's Rd., Central,  
459

# The China Mail

ESTABLISHED 1845.

D. O. L.  
Old Tom Gin.

The most reliable on  
this market.

Sole Agents,  
H. Price & Co.,  
12, Queen's Rd., Central,  
459

No. 12,987

號九十月十年四零百九千一英

HONGKONG, WEDNESDAY, OCTOBER 19, 1904.

日一十月九年辰甲

PRICE, \$3.00 Per Month.

## CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

MACEWEN FRICKEL & CO.,

Undertake to Deliver Gifts, etc.  
(Free of Charge to Consignees) in any  
part of the World.

LATE SHIPPING DATES.  
To England... Nov. 8th  
To France... Nov. 16th  
To Germany... Nov. 9th  
To Italy... Nov. 9th  
To United States via San Francisco... Nov. 8th  
To United States via Panama... Oct. 10th  
To India... Oct. 21st  
To South Africa... Oct. 21st  
To Australia... Oct. 21st  
To China... Nov. 8th  
CHINA PARCEL EXPRESS.  
Office—3, DUNDAS STREET,  
Hongkong, October 7, 1904. 1815

## Intimations. NOTICE

THE Business formerly carried on in  
Hongkong by PAUL LEMAIRE  
under the style or firm name of P.  
LEMAIRE & CO. was, on the 31st  
October, 1903, purchased by me together  
with the right to the use of the firm name  
of P. LEMAIRE & CO.  
All claims against the late firm of P.  
LEMAIRE & CO. must be sent in to  
PAUL LEMAIRE, at his late office,  
at PAUL LEMAIRE.

(Sole Agent)  
Trading as P. Lemaire & Co.  
Dated the 17th October, 1904. 1877

WANTED

EFFICIENT SHORTHAND WRITER  
(Male or Female) to be in charge  
of the office of the Hongkong  
and Shanghai Banking Corporation.  
Salary according to experience.  
Apply to the Manager, H. S. S.

Care of "China Mail" Office,  
Hongkong, October 17, 1904. 1887

WANTED

A BUILDING Suitable for BOARDING  
HOUSE, must be close to T. S. way,  
and Ventilation Good.  
Apply to G. F.

Care of "China Mail" Office,  
Hongkong, October 14, 1904. 1856

MINISTERING CHILDREN'S  
LEAGUE.

A BAZAAR will be held on SATURDAY,  
October 22nd, on the VOLUNTEER  
PARADE GROUND, (Kindly lent by  
Major PRATER, and the Officers of Hong-  
kong Volunteer Corps) from 2 to 6 p.m.  
Tobacco, Slide, Dramatic Entertainment  
and Children's Play.  
The proceeds will be given to the Victoria  
Home and Orphanage, the School for Blind  
Children, and other charities.  
TRA—Adults 2 cents; Children 5 cents.  
ADMISSION FREE.  
By kind permission of Major CAMPBELL  
and Officers 11th Mahratta L. Infantry,  
the Band will play during the afternoon.

NO CHITS TAKEN.

Hongkong, October 14, 1904. 1859

NOTICE

QUALIFIED LAND SURVEYOR Well  
furnished with FIELD and OFFICE  
INSTRUMENTS, seeks Temporary Employ-  
ments by month or contract.  
Address: "SURVEYOR,"  
Care of "China Mail" Office,  
Hongkong, October 10, 1904. 1791

RE JANE" ROSE HARMON  
DECEASED.

ALL Persons having any Claims against  
the Estate of JANE ROSE HAR-  
MON, late of Oakwood Court, Kensington,  
London, Widow (formerly of Hongkong)  
who died on the 26th August, 1904, are  
requested to send particulars thereof to us  
and all persons owing any money to the  
said Estate are requested to pay the same  
to us forthwith.  
Dated the 6th day of September, 1904.  
GEO. ARMSTRONG & SONS,  
Solicitors,  
NEWCASTLE-UPON-TYNE.  
October 6, 1904. 1829

THE POPULAR  
SCOTCH  
IS  
BLACK & WHITE

James Buchanan & Co.  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
H.M. THE KING  
and  
THE PRINCE OF WALES

Supplied at all the leading Hotels and  
Restaurants, and obtained from LANE,  
CRAWFORD & Co., Queen's Road,  
Central.

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## Business Notices.

### ASBESTOS

ENGINE PACKINGS—A large variety of Asbestos and other Pack-  
ings suitable for all purposes.  
Asbestos Metallic, Cloth and Wire Insertion Sheetings.  
Non-Conducting Composition for Covering Boilers, etc., of Best  
Italian Asbestos.

Marine Packings, Paragon Packings, Imperial Metallic  
Block Packings, Tuck's Genuine Packings, Lion Patent  
Packings, Garlock Packings, for highest pressures.

Lubricated Hemp Packings for Feed Pumps, Special Packings for  
Pump Rings and Hydraulic Machinery.

PRICE LIST ON APPLICATION.

W. S. BAILEY & CO.,  
Engineers,  
20, CONNAUGHT ROAD.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.  
s.s. HONGKONG, 2,383 tons, Captain R. D. Thomas.  
s.s. POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.  
s.s. FATSHAN, 2,383 tons, Captain W. A. Valentine.  
s.s. HANKOW, 2,383 tons, Captain B. Branch.  
s.s. KINSHAN, 2,383 tons, Captain J. J. Losings.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8.30 p.m.  
and 10 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.  
(Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
Route. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.  
s.s. HEUNGSHAN, 1,988 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at 2 p.m.  
Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.  
s.s. LUNGSHAN, 210 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
about 7.40 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday  
about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.  
s.s. SAIKAM, 588 tons, Captain J. Wilcox.  
s.s. NANSHAN, 588 tons, Captain G. Burdett.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at about 8 a.m. Round trips take about five days. These vessels have Superior  
Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
19 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
(or at BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.)

NOTICE

I beg to inform the Hongkong Public  
that I have, from 1st OCTOBER, as-  
sumed Charge of the CONSULATE for  
CUBA in this Colony.  
Office Hours—10 a.m. to 12 p.m.,  
2 p.m. to 4 p.m.  
(Signed) DR. ANTONIO B. ZANETTI,  
3, Lower Castle Road,  
Hongkong, October 15, 1904. 1894

NOTICE OF REMOVAL.

MESSRS DEACON, LOOKER & DEACON  
have REMOVED their Offices  
to PRINCE'S BUILDING (First Floor),  
No. 1, Des Voeux Road.  
Hongkong, October 17, 1904. 1886

DR HARRY FONG,  
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved  
Appliances.  
41, QUEEN'S ROAD CENTRAL,  
Entrance on Lee Yuen Street.  
Hongkong, July 28, 1904. 1879

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

Dr. M. H. CHAUN,  
37, Des Voeux Road Central, Hongkong.  
From the University of Pennsylvania,  
U.S.A.  
Hongkong, July 28, 1904. 1886

THE BEST GIFT

FOR THE WIFE

IS A

SINGER SEWING MACHINE.

Come and be convinced.

Showrooms:  
1, WYNDHAM STREET.  
Hongkong, October 8, 1904. 1262

NOTICE.

I HEREBY BEG TO INFORM  
DRINKERS OF TANSAN that I  
have CEASED to USE CORKS made by  
the London Crown Cork Co., as they have  
given me dissatisfaction. I am now using  
a Cork which will keep the WATER in  
EXCELLENT Condition and free from  
illages.  
I. CLIFFORD-WILKINSON,  
Kobe, Japan.  
Sole Agents for Hongkong:  
Messrs H. PRICE & CO.,  
12, Queen's Road Central.  
Hongkong, October 1, 1904. 1728

Dr NEWELL WILSON,  
DENTIST.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office Hours—9 a.m. to 5 p.m.

First Floor,  
WATKINS' BUILDINGS,  
31, QUEEN'S ROAD CENTRAL,  
Hongkong, October 19, 1904. 2206

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES  
WITH  
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN  
FOR WORK FINISHED COMPLETE.  
OR SUPPLIED IN  
Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

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## Business Notices.

### GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$3.00 per cask, ex Factory.  
In bags of 250 lbs net, \$3.20 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glasses  
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.

GENERAL MANAGERS.

FINEST  
BLACKBERRY BRANDY

Price per Doz. Qts., \$11.00.

" Bottle, 1.00.

LANE, CRAWFORD & CO.

Hongkong, September 1, 1904.

FAIRALL & CO.

HIGH-CLASS  
DRESSMAKERS, MILLINERS,  
AND  
GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904. 1066

THE  
HONGKONG HOTEL

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES.—EXCELLENT COOKING AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply

THE MANAGER.

THE  
VICTORIA DISPENSARY,

Wine and Spirit Merchants.

WHISKIES:

Glenorchy, Lochaber, Claymore,

Finest Old Scotch, Daniel Crawford's,

Bourbon, 'V. R. O.' Liqueur (square bottle),

Watson's 'E' Liqueur.

PRICES ON APPLICATION.

W. BREWER & CO.



## Intimations.

**Milkmaid**  
BRAND  
**Milk**  
Guaranteed  
Full Cream.  
Largest Sale in the World.



**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
**EASTMAN'S KODAKS AND FILMS.**  
54, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
8, QUEEN'S ROAD CENTRAL.

**JAPAN COALS.**  
**KAISHA**  
(MITSUI & CO.)

HEAD OFFICE: 1-1, SURUGA-CHO, TOKYO.  
LOFDOON BRANCH: 24, LAKE STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDING, 102 HOCK STREET, FIRST FLOOR.

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chafco, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchipatna, Suva, Malacca, Moka, Hakodate, Peking, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Honda, Kanada, Feinotani, Mameda, Mannoru, Utsuri, Sasahara, Teikoku, Yoshinotani, Yoshio, Yuzokibara, and other mines.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

**ENO'S** A SIMPLE REMEDY  
FOR ALL 'FRUIT IMPURITIES  
OF THE BLOOD. **SALT.**

'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.'—*European Mail.*

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a worthless imitation.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.

Sold by Chemists, etc., everywhere.

## A PERFECT BEVERAGE.

**van Houten's Cocoa**

is known and prized throughout the whole world for its high quality and delicious natural flavor.

**van Houten's Cocoa**

Best & Goes Farthest.

## Intimations.

**MITSU BISHI GOSHI-KWAISHA**  
(MITSU BISHI CO.)  
COAL DEPARTMENT.  
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI' which applies to all Branch Offices and Hongkong and Shanghai Agencies.

ALSO 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

**BRANCH OFFICES.**  
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

## AGENCIES.

SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.  
MANILA: COMANIA MARITIMA.  
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armaments; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinner, Namazuta and Kani-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigyo, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

## TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904.

## APPLY FOR

THE ANGLO-AMERICAN STORES' LATEST PRICE LIST OF GROCERIES, etc., etc., etc.

Hongkong, 1, Wellington Street, Kowloon, 83 & 84, Elgin Road.  
Hongkong, September 17, 1904.

## ZETLAND HOUSE.

SUPERIOR ACCOMMODATION. (Opposite the Central Railway Station.) No. 10, QUEEN'S ROAD CENTRAL. MODERATE CHARGES.

Mrs. WATLING, Proprietress.  
Hongkong, July 27, 1904.

## BOARD AND RESIDENCE.

'KILLADOON,' ON North Spur of MORRISON HILL, 151, WANCHAI ROAD.—Light, Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.

For Terms, apply on the Premises, to Mrs. G. S. WEBB.  
Hongkong, July 20, 1904.

## PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.  
Gold Medal at the Indian Industrial Exhibition 1888, 1890 & 1901.

MANUFACTURED BY THE GOREPORE CO., LD., CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO., Sole Agents, Hongkong.

Cable Address: 'Loxley,' Hongkong.  
Hongkong, July 22, 1903.

## CHRISTMAS GREETINGS IN ADVANCE.

A N Early Opportunity to those wishing to send GREETINGS to their RELATIVES and FRIENDS AT HOME. I have just opened a Parcel of LUXURY CARDS of various pretty designs and descriptions. Specially Selected to suit the taste of Young and Old.

Moderate Prices and as usual 10% discount for Cash.

Insertion EARNESTLY SOUGHT. H. RUTTONJEE, No. 5, D'Almeida Street, 25 to 28, Upper Road, Kowloon.  
Hongkong, October 13, 1904.

## WASHING BOOKS.

WASHING BOOKS, for the use of Ladies and Gentlemen, are now being sold at this Office. Price, 3d each. China Mail Office.

## GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that His Excellency The Governor has given directions for the Rescission of the Proclamation No. 4 of 1904, declaring Taiman-ai and Anping in Formosa to be ports and places at which an Infected or Contagious Disease may be introduced, and that the same is hereby rescinded.

Colonial Secretary's Office, Hongkong, October 15, 1904.

## GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that on and after 30th October, 1904, the time of 120° East Longitude will be adopted in this Colony.

The effect of this will be that local time will be advanced by 23' 15".  
By Command, F. H. MAY, Colonial Secretary.  
Colonial Secretary's Office, Hongkong, October 17, 1904.

## Intimations.

UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, HONGKONG, on THURSDAY, the 20th OCTOBER, 1904, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1903, and for the half-year ending 30th June, 1904, and of Declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Acting Secretary.

Hongkong, September 21, 1904.

## CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the UNDERSIGNED at 12 o'clock (Noon), on FRIDAY, the 21st OCTOBER. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st October, both days inclusive.

JARDINE, MATTHEW & CO., General Agents, Canton Insurance Office, Limited, Hongkong, September 29, 1904.

## HUMPHREYS' ESTATE &amp; FINANCE CO., LTD.

THE SHARE CERTIFICATE No. 4724 for Fifty Shares Numbered 50951-51000 inclusive, Fully Paid-Up, standing in the Register in the name of JAMES ROBERTSON ALEXANDER of Shanghai, having been lost, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, before 23rd OCTOBER, 1904, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, September 23, 1904.

## NOTICE.

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By Command, F. H. MAY, Colonial Secretary.  
Colonial Secretary's Office, Hongkong, October 17, 1904.

## GOVERNMENT NOTIFICATION.

IN ELGIN ROAD, Kowloon, Close to Ferry, Residential Flats with Two ROOMS and Bathroom and Kitchen attached.

No. 5, D'ALMEIDA STREET, Hongkong, 1st FLOOR. Rents very Moderate. For particulars, apply to H. RUTTONJEE, No. 5, D'Almeida Street, 36 to 38, Elgin Rd., Kowloon.  
Hongkong, September 19, 1904.

## TO LET.

SPACIOUS GODOWN, No. 108, PRAYA EAST. Apply to TANG KING FU, 104, Hollywood Road.  
Hongkong, September 24, 1904.

## TO LET.

A HOUSE in WONG NEI CHONG ROAD. No. 1, RIFON TERRACE, IN FLATS, FLATS in MORRISON TERRACE, facing the Polo Ground. OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier). GODOWNS PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, October 12, 1904.

## TO LET.

THE Whole of the Second Floor of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also ROOMS or OFFICES on the First Floor of the same Address.

Apply to YEE SANG FAT, 34, Queen's Road Central.  
Hongkong, October 14, 1904.

## TO LET.

SPACIOUS GODOWN, No. 107, PRAYA EAST. Apply to TANG YUEN CHEONG TUNG KEE, 108, Vanchai Road.  
Hongkong, September 28, 1904.

## TO LET.

NO. 4, ORMSBY VILLAS, Kowloon. Apply to SAM WANG & CO., LD., 81, Queen's Road Central.  
Hongkong, July 20, 1904.

## TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1905. MODERATE RENTALS. Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD. Hongkong, October 6, 1904.

## TO LET.

THE Whole of the Second Floor of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also ROOMS or OFFICES on the First Floor of the same Address.

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Hongkong, September 28, 1904.

## Intimations.

**HAVE A BEER WITH YOUR RACKET**  
**MAKE A RACKET IF YOU DON'T GET**  
*Rainier*  
**M. J. CONNELL**  
SOLE AGENTS.



Hongkong, September 28, 1904.

## To Let.

## TO LET.

A LARGE OFFICE on Ground Floor of No. 2, WYNDHAM STREET. Possession 1st August, 1904.

Apply to THE SECRETARY, The Bowling Club, Ltd. Hongkong, July 13, 1904.

## TO LET.

NO. 1, STEWART TERRACE, The Peak. Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, March 26, 1904.

## TO LET.

A EUROPEAN HOUSE, No. 155, PRAYA EAST. Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to JARDINE, MATTHEW & CO., Hongkong, August 8, 1904.

## TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS. Apply to SECRETARY, A. S. WATSON & CO., Limited, Hongkong, June 16, 1904.

## TO LET.

IN ELGIN ROAD, Kowloon, Close to Ferry, Residential Flats with Two ROOMS and Bathroom and Kitchen attached.

Also No. 5, D'ALMEIDA STREET, Hongkong, 1st FLOOR. Rents very Moderate. For particulars, apply to H. RUTTONJEE, No. 5, D'Almeida Street, 36 to 38, Elgin Rd., Kowloon.  
Hongkong, September 19, 1904.

## TO LET.

SPACIOUS GODOWN, No. 108, PRAYA EAST. Apply to TANG KING FU, 104, Hollywood Road.  
Hongkong, September 24, 1904.

## TO LET.

A HOUSE in WONG NEI CHONG ROAD. No. 1, RIFON TERRACE, IN FLATS, FLATS in MORRISON TERRACE, facing the Polo Ground. OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier). GODOWNS PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, October 12, 1904.

## TO LET.

THE Whole of the Second Floor of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also ROOMS or OFFICES on the First Floor of the same Address.

Apply to YEE SANG FAT, 34, Queen's Road Central.  
Hongkong, October 14, 1904.

## TO LET.

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Hongkong, September 28, 1904.

## TO LET.

NO. 4, ORMSBY VILLAS, Kowloon. Apply to SAM WANG & CO., LD., 81, Queen's Road Central.  
Hongkong, July 20, 1904.

## TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1905. MODERATE RENTALS. Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD. Hongkong, October 6, 1904.

## TO LET.

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Hongkong, September 28, 1904.

## OPENING OF THE PROVINCIAL COLLEGE AT KUEILIN.

(From Our Own Correspondent.)

KUEILIN (Kwangsi), September 6.

Although for some time there has been a Provincial College in existence in this city, to be exact since 1890, it has hitherto occupied buildings of a more or less cramped nature, and the actual classrooms and lecture halls were insignificant in size and fittings, but this has now been changed, under the energetic and progressive lead of the new governor of the Province, Seng Tao Tai, a native of the Fukkien Province. About four or five months have been occupied in the alterations, Mr. Li, the teacher of English, also a native of Fukkien, has acted as architect, and certainly the results do him credit. Throughout the work has been personally superintended by Seng Tao Tai, who has modelled the College upon the lines of the Japanese institutions, which he personally inspecting during a three or four months residence in that country.

The work was completed about the 15th of August and opened by Viceroy Tsen on the 21st. The following day, I and a friend were invited by the governor of the college to pay a visit of inspection. We were much struck by the really fine new entrance to the buildings; these, I might say, are built on the bank of a branch of the Cassia River, and thus lend themselves more readily to the builders' art. A row of trees has been planted along the front, and a good stone parapet running along the river bank puts a finishing touch to a most promising nature. The entrance is wholly foreign in nature, the gate in itself is about eight feet high and is a fair copy of a foreign open-gate work, and is flanked by iron palisading. A broad cement path, with flowers and shrubs on either side leads up to the door under the clock tower, which is the proper entrance to the school building.

On the right and left are nice rooms with glass windows. One room is for the sale of books for the students, another is for the College treasurer. Opposite the entrance door is a fine building, built in foreign style, and having glass windows and doors. This is the reception room, and here we were received by the genial 'head', who seized our umbrellas as we entered and promptly deposited them in a stand just inside the door, and then conducted us to delightful airy chairs, in the middle of a really handsome room, one which would compare favourably with many modern drawing rooms. This we were informed had been expressly fitted up for visitors. The furniture was good, the floor was covered with a carpet of English manufacture, which must have cost at the lowest estimate quite \$100. Altogether the room had a dignified and luxurious aspect.

We found Seng Tao Tai an exceedingly interesting and entertaining man of about thirty-five years of age; he was dressed plainly and received us as one who was accustomed to foreigners. He very soon displayed a photo of himself, and two sons, who are students in Japan, dressed in European dress, of which he seemed to be very proud. We had refreshments in foreign fashion, with a punkah brought from Hongkong waving over our heads. During this time we had a very nice chat with our host and two of his assistants.

Our inspection of the buildings was interesting. First there were the teachers' rooms, high, light, airy and comfortable rooms they are too, and in comparison the students' rooms are poor, for one room, not very large, has to accommodate four students. These latter rooms are built in long rows, with a small strip of courtyard separating them, in which are planted bananas, which, however, never produce fruit in Kueilin, it being too cold.

On a level with the clock in the tower, which clock, by the way, is two clocks with fairly large faces, a two faced clock being unattainable, there has been constructed a cement promenade, about twenty feet from the ground. This commands the entrance and from it a splendid view is obtained of the river and the Peak and other mountains in the distance. From this tower proudly floats the dragon flag, which, by the metamorphosis now taking place in China, is gradually rallying round it the patriotism of the 'Young China' party.

The next building which attracted attention was the lofty auditorium which contains desk accommodation for 200 students, and a good 'rostrum' for the lecturer, and behind that a good gallery which is to be placed at the disposal of any visitors who care to attend the lectures given. The seats in this gallery are covered with cushions like those of a railway carriage. Underneath the gallery is the laboratory for the Chemistry students.

Our next visit was to the fine dining hall, which is arranged for two hundred, men, eight at a table in correct Chinese fashion. The building which surprised us most however was a long low erection, divided off into small compartments. These are the bath rooms of the College, no less than forty in number. These rooms are built upon a platform, and the water runs out of the bath into a drain underneath, which carries it to the river, I suppose. Then there was the drill ground in which the students have to exercise every day, and beyond this a garden to be laid out, for the benefit of the students in botany.



At the end of the drill ground swings are to be erected for the juveniles, of whom about forty are in the College. When we were completing our round we passed a house, which was still in the carpenter's hands, this we were told was to be the sick ward of the school.

Time fails to tell of the students' common room, the class rooms, and the gymnasium. Suffice it to say, that though there are many things that are still crude in the place, yet as we looked round that fine pile of buildings, with such potentialities for the future, one could not help marvelling and wondering somewhat, 'Whereunto this thing would grow.'

A word about the students. They are composed of about 160 young men, and forty boys, the latter ranging from twelve to sixteen years of age. All have to agree to stay for four years. They are allowed their rice and two suits of clothes a year. The clothing is a kind of uniform, and is in foreign style. At present they are wearing white duck suits, black socks and semi-foreign shoes, and foreign shaped straw hats upon the bands of which and on the jacket collar is worked the name of the College. The men are chosen by examination but the boys are nominated by officials. The course consists of some of the usual Chinese subjects, to which are added arithmetic, chemistry, botany, Japanese and English. I am not sure if this is a complete list, but it is all I can call to mind at present. The masters hail from Canton and Peking, and it remains to be seen whether they are competent or not. In regard to some I have no doubt. After a very pleasant time spent in the school we said goodbye to our genial host, and we left very much impressed with the fact that China is moving, even in this province of much affliction and ill repute, but as we passed through the crowded streets, we meditated on the reality of the matter, and we concluded to still bring in the darkness left by the fading light of the day.

A FRIEND IN NEED IS A FRIEND indeed. That is exactly what Chamberlain's Cough Remedy is. It is the mother's help when she is suddenly awakened in the night by the cough-fussy cough, and labored breathing of her babe. It is the safe remedy for youth or adult when he has "cough cold" and there is coughing and irritation of the mucous membranes of the throat. It allays the irritation and cures the cold. Sold by All Dealers. WATKINS & Co., Ltd., General Agents.

**S. IEN TING.**  
European Dentist,  
No. 14, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 24, 1904.

**'SIR ROBERT HART'S MEMORANDUM.'**

A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China.  
Reprinted from the China Mail. To be had in pamphlet form at this Office.  
Price 50 Cents.  
Hongkong, July 4, 1904.

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**  
(On and after 1st October, 1904.)  
6.45 a.m. to 7.00 a.m. Every 15 minutes.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
**NIGHT CARS.**  
4.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

Extra cars at 11.30 and 11.45 p.m.  
**SPECIAL CARS** for Arrangements at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Cent. al.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, September 30, 1904.

**RIGAUD'S KANANGA WATER**  
OF  
**JAPAN**  
(REGISTERED)  
The most deliciously fragrant Toilet Water. It renders the skin soft and supple, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort.  
**RIGAUD'S CHOICEST NEW EXTRACTS**  
RECOMMENDED  
KANANGA  
LOUIS XV.  
ASCANTO  
LUCRECIA  
LILAS DE PERSE  
BOUQUET D'ELYSÉE  
BOUQUET ROYAL  
ROSIER  
RIGAUD & C. PARFUMS - PARIS.

### Intimations.

**MEH OHUNG,**  
HIGH-CLASS PHOTOGRAPHER.  
Developing and Printing for Amateur.  
ENTAILMENT & SPECIAL FEATURES.  
BRANCH HONGKONG HOTEL CORRIDOR.  
1887

**相映 TAI WOO. 和泰**  
PHOTOGRAPHER and PORTRAIT PAINTER, FRAME MAKER.  
LANDSCAPES, PICTURES & VIEWS FOR SALE.  
No. 38, 2nd Floor, QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, September 3, 1904. 1823

**NAM SING,**  
U. S. ARMY TAILOR,  
47, QUEEN'S ROAD CENTRAL.  
BRAND NEW STOCK IN HAND.  
Hongkong, September 8, 1904. 1830

**A LING & CO.,**  
FURNITURE STORE,  
AND  
FOOCHOW LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, September 3, 1904. 1827

**JUST ESTABLISHED:**  
**WING SUN & CO.,**  
No. 14, QUEEN'S ROAD CENTRAL  
(Premises formerly occupied by Messrs C. J. GALT & Co.).  
**High-class Tailors & Outfitters.**  
Shirts and Breeches Makers.  
First Quality Workmanship Guaranteed.  
PRICES VERY MODERATE.  
NOW SHOWING:—New Lot of STRAW HATS, FEET HATS, PASANAS, UMBRELLAS, WALKING STICKS, BOOTS and SHOES, &c., &c., &c.  
Inspection Invited.  
Telephone No. 467.  
Hongkong, August 4, 1904. 1429

**MESSRS A CHOO & CO.,**  
39, DES VOEUX ROAD, CENTRAL.  
GENERAL STOREKEEPERS.  
NAVAL CONTRACTORS,  
AND  
COAL MERCHANTS.  
HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well directed Steam-funiches kept for Picnic parties and for towing purposes.  
PRICES VERY MODERATE.  
Hongkong, October 1, 1904. 1791

### Hotels.

**HOTEL ORAIGIEBURN.**

**PLUNKET'S GAP, THE PEAK.**  
Near the TRAM TERMINUS. TELEPHONE 56.  
For Terms.  
Apply to the MANAGER. 741

**MACAO AND CANTON HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.  
WM. FARMER, Proprietor.  
Hongkong, March 10, 1904. 489

**THE JAMSGATE OF HONGKONG.**

**METROPOLE HOTEL.**

THREE Miles out on the Shan-ti-wan Road. Electric Trams pass the Doors every few minutes.  
The ONLY HOUSE on the Road.  
The popular resort of the Colony, occupying a Charming Scenic Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.  
There is Accommodation for a few Boarders.

**GOOD SEA BATHING.**  
REFRESHMENTS SERVED OF THE FIRST QUALITY ONLY.

**PRIVATE TIFINS AND DINNERS**  
Prepared in First-class Style on the shortest notice.  
Dinner Parties and Picnics Catered for.  
**JAS. CHRISTIE,**  
Proprietor and Manager.  
Hongkong, August 13, 1904. 1885

**KING EDWARD**

**HOTEL**

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong June 10, 1904. 123\*

**THE KOWLOON HOTEL,**  
KOWLOON.

High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.  
J. W. OSBORN, R.N.R.  
Proprietor and Manager.  
Hongkong, January 20, 1904. 128

**Perfect Beauty**  
depends on the skin, and lovely skin is the reward of using  
**'DARTRING' 'LANOLINE'**  
No imitation can bear the 'Dartring'  
No imitation can be called 'Dartring'  
Demand the genuine  
'DARTRING' TOILET 'LANOLINE'  
'DARTRING' TOILET SOAP

**DINNEFORDS**  
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.  
Safe and most Gentle Medicine for Infants, Children, Delicate Females and the Sickness of Pregnancy.  
**DINNEFORDS' MAGNESIA**

### MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

DEF.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Oct. 22	P. & O. Malta	London	Nov. 29	Nov. 27
26	G. M. S. Zieten	Bremen	" 25	Dec. 3
28	M. M. ....	Marseilles	" 34	" 11
29	P. & O. Coromandel	Hamburg	Dec. 4	" 20
30	G. M. S. Prinz Alice	London	" 15	" 25
31	P. & O. Prinz Regent	Hamburg	" 25	" 31
31	Luitpold	Marseilles	Dec. 28	Dec. 27
31	M. M. ....	London	Jan. 1	Jan. 8
31	P. & O. Chusan	Hamburg	" 17	" 17
31	G. M. S. Preussen	London	" 15	" 21
31	P. & O. Nubia	Hamburg	" 21	" 31
31	G. M. S. Prinz Eitel Friedrich	Marseilles	" 21	" 21
31	M. M. ....	London	" 29	Feb. 5
31	P. & O. Bengal	London	" 29	Feb. 5

DEF.	STEAMER.	DESTINATION.	DUE.
Oct. 20	P. M. S. Coptic	San Francisco	Nov. 18
20	N. P. L. Lyra	Tacoma	" 18
27	P. & A. Numbata	Portland, O.	" 29
27	do. Gaelic	do.	" 29
27	do. Gaelic	do.	" 29
27	P. & A. Aralia	Portland, O.	" 31
27	P. M. S. Mongolia	San Francisco	" 31
27	do. China	do.	" 31
15	do. Doric	do.	1905 Jan. 13
27	do. Siberia	do.	" 24
1905 Jan. 7	do. Coptic	do.	Feb. 4
19	do. Korea	do.	" 17
31	do. Gaelic	do.	" 28
Feb. 11	do. Mongolia	do.	Mar. 11

DEF.	STEAMER.	DESTINATION.	DUE.
Nov. 2	C. P. R. Tartar	Vancouver	Nov. 26
16	do. Empress of India	do.	Dec. 8
Dec. 14	do. Empress of Japan	do.	Jan. 4
28	do. Athenean	do.	" 21
1905 Jan. 11	do. Empress of China	do.	Feb. 2
25	do. Tartar	do.	" 18
Feb. 8	do. Empress of India	do.	Mar. 1

DEF.	STEAMER.	DESTINATION.	DUE.
Nov. 2	C. P. R. Tartar	Vancouver	Nov. 26
16	do. Empress of India	do.	Dec. 8
Dec. 14	do. Empress of Japan	do.	Jan. 4
28	do. Athenean	do.	" 21
1905 Jan. 11	do. Empress of China	do.	Feb. 2
25	do. Tartar	do.	" 18
Feb. 8	do. Empress of India	do.	Mar. 1

DEF.	STEAMER.	DESTINATION.	DUE.
Oct. 27	O. N. Taiman	Sydney	Nov. 17
Nov. 16	E. & A. Empire	do.	Dec. 7
16	O. N. Taiman	do.	" 9
Dec. 9	O. N. Changhai	do.	1905 Jan. 1
18	E. & A. Eastern	do.	" 18
24	O. N. Chingtu	do.	" 18
1905 Jan. 11	E. & A. Australian	do.	Feb. 1
20	O. N. Taiman	do.	" 12
Feb. 6	E. & A. Empire	do.	Mar. 1
11	O. N. Taiman	do.	" 15
Mar. 8	E. & A. Eastern	do.	" 28
April 5	" Australian	do.	" 28
May 3	" Empire	do.	" 28

DEF.	STEAMER.	DESTINATION.	DUE.
Oct. 27	O. N. Taiman	Sydney	Nov. 17
Nov. 16	E. & A. Empire	do.	Dec. 7
16	O. N. Taiman	do.	" 9
Dec. 9	O. N. Changhai	do.	1905 Jan. 1
18	E. & A. Eastern	do.	" 18
24	O. N. Chingtu	do.	" 18
1905 Jan. 11	E. & A. Australian	do.	Feb. 1
20	O. N. Taiman	do.	" 12
Feb. 6	E. & A. Empire	do.	Mar. 1
11	O. N. Taiman	do.	" 15
Mar. 8	E. & A. Eastern	do.	" 28
April 5	" Australian	do.	" 28
May 3	" Empire	do.	" 28

For Sale by A. S. Watson & Co. Chemists. Hongkong, January 20, 1904. 128

### His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Albion	despatch-vessel	1700	12	3700	Comdr. Richard M. Harbord	Hongkong
Albatross	battleship, 1st class	12,650	42	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Albatross	ship	1050	6	1400	Commander R. Nugent	Japan
Albatross	cruiser, 1st class	11,000	16	15,000	Capt. Charles Windham, C.V.O.	Wei-hai-wei
Albatross	cruiser, 1st class	11,000	16	15,000	Capt. R. N. Omsmaney	Yantai
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Comd. O. M. Makins	Wei-hai-wei
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Comd. T. D. Pratt	Wei-hai-wei
Albatross	battleship, 1st class	10,700	14	13,000	Captain Fegan	Wei-hai-wei
Albatross	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Albatross	water tank and tug	390	4	300		Singapore
Albatross	ship	1070	10	1400	Comdr. Ernest Barton	Shanghai
Albatross	torpedo boat destroyer	380	6	6700		Wei-hai-wei
Albatross	cruiser, 3rd class	1580	12	3200	Comdr. P. V. Lewis, D.S.O.	Shanghai
Albatross	battleship, 1st class	12,930	18	13,500	Captain Hon. Walter G. Stopford	Wei-hai-wei
Albatross	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Albatross	torpedo boat destroyer	275	6	4000		Wei-hai-wei
Albatross	torpedo boat destroyer	275	6	4000		Shanghai
Albatross	ship	1640	10	800		Wei-hai-wei
Albatross	cruiser, 3rd class	3600	17	9000	Lieut.-Comdr. F. M. Riadore	Shanghai
Albatross	torpedo boat destroyer	280	6	3800	Captain W. B. Faulkner	Wei-hai-wei
Albatross	river gunboat	—	4	—	Lieut.-Comdr. C. P. Metcalfe	Yangtze
Albatross	cruiser, 1st class	14,100	18	31,592	Captain Francis G. Kirby	Wei-hai-wei
Albatross	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
Albatross	battleship, 1st class	12,850	18	13,500	Captain T. G. Greet	Wei-hai-wei
Albatross	torpedo boat destroyer	350	6	4000	Reserve	Shanghai
Albatross	ship	1415	8	1400	Commander John Nicholas	Chomulup
Albatross	ship	435	6	650	Comdr. C. E. Moun	Lebanon
Albatross	surveying-vessel	984	10	1400	Com. D. St. A. Wake	Shanghai
Albatross	ship	83	2	240	Lt.-Com. R. E. Vaughan	West River
Albatross	ship	980	8	1400	Comdr. Vivian	Manila
Albatross	river gunboat	81	2	240	Lt.-Com. H. T. Atty	West River
Albatross	cruiser, 2nd class	3804	8	9500	Capt. G. H. H. Moore	Shanghai
Albatross	river gunboat	250	6	6500	Lt.-Comdr. Davidson	Yangtze
Albatross	torpedo boat destroyer	460	6	—	Reserve	Wei-hai-wei
Albatross	receiving ship	180	2	800	Commodore Dicken	Hongkong
Albatross	river gunboat	3400	8	8000	Lt.-Comdr. K. V. Dugmore	Yangtze
Albatross	coast defence gunboat	383	3	200	Capt. J. A. O. Wilkinson	Shanghai
Albatross	battleship, 1st class	12,850	18	13,500	Lieut.-Comdr. R. H. Keate	Yangtze
Albatross	ship	380	6	1400	Capt. Leslie Stuart, C.M.G.	Hongkong
Albatross	ship	358	8	6300	Comdr. St. John Farquhar	Shanghai
Albatross	torpedo boat destroyer	320	—	450	Reserve	Hongkong
Albatross	surveying ship	380	5	5940	Comdr. Ernest J. Hardy	Hongkong
Albatross	torpedo boat destroyer	159	2	500	In Reserve	Upper Yangtze
Albatross	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Albatross	river gunboat	150	2	500	Lieut.-Com. Wasen	Upper Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

### Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	28	8000	Captain Mirti	Shanghai
Achéron	French armoured gunboat	1798	10	1700	Comdr. Laferrière	Salgon
Albatross	French gunboat	340	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	423	—	500	Lieut. Orespin	Canton
Aspic	French gunboat	476	8	450	Lieut. Journe	Salgon
Avalanche	French gunboat	140	5	150	—	Haiphong
Pengall	French gunboat	580	6	400	—	Salgon
Bogadon	French gunboat	3740	28	9000	Capt. Lefèvre	Salgon
Cheong-tse	French gunboat	140	5	150	—	Haiphong
*Châteaurenault	French cruiser	8918	18	17,000	Captain V. Poldos	Wonsung
Comète	French gunboat	525	4	438	Commander Londe	Haiphong
Decidée	French gunboat	690	10	900	Commander L'Ea	Salgon
D'Assas	French cruiser	4000	31	9500	—	Salgon
Estacé	French gunboat	—	—	—	—	Haiphong
Froude	French gunboat	350	7	303	Lieut. Jehenne	Hongkong
Gueydon	French cruiser	9378	38	20,200	—	Shanghai
Henri Rivière	French gunboat	—	—	—	—	Haiphong
Kersaint	French destroyer	307	7	330	Lieut.-Comdr. Beussant	Hongkong
*Montcalm	French gunboat	1250	8	280	Commander Le Gallez	Shanghai
Orly	French gunboat	9700	12	19,600	Captain Ober	Hongkong
Pascal	French cruiser	—	—	—	Capt. Hourst	Yangtze
Redoutable	French gunboat	4015	27	8500	Comdr. Sonnes	Hongay
Sully	French cruiser	9437	8	6971	—	Salgon
Styx	French cruiser	1798	10	1700	Capt. Vincent	Salgon
Surprise	French gunboat	9553	—	20,000	Captain Guibertan	Shanghai
Taklong	French gunboat	423	2	300	Lieut. Holgue	Shanghai
Vauban	French gunboat	6150	23	4550	Captain Blondel	Yangtze
Vigilante	French gunboat	123	7	500	Lieut. Carol	Along Bay Canton
Bussard	German cruiser	1557	15	2900	Comdr. Huss	Wonsung
Fürst Bismarck	German flagship	11,000	35	14,000	Captain Prowe	Shanghai
Gaier	German cruiser	1778	15	2989	Capt. Baron von Strudits	Hongkong
Hansa	German cruiser	6230	34	10,000	Capt. Weber	Shanghai
Herttha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Nanking
Idis	German gunboat	1000	10	1300	Comdr. Baron von M. Hülseboom	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luchs	German gunboat	850	10	1344	Comdr. Kroenke	Shanghai
Möwe	German gunboat	1009	8	875	Comdr. von Grambow	Manila
Saseler	German gunboat	1640	15	2840	Comdr. Persius	Shanghai
Thetis	German cruiser	2687	24	5000	Captain Voigt	Shanghai
Tiger	German gunboat	900	10	1340	Comdr. Omling	—
Tingtan	German gunboat	170	5	130	Comdr. Grabber	Canton
Vorwärts	German gunboat	—	3	500	Lieut. Scharf	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Borel Ricci	Shanghai
Marco Polo	Italian cruiser	3890	—	—	Captain Presbitore	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pesetto	Shanghai
Adamsastor	Portuguese cruiser	1990	14	4000	Captain d'Amas Ribeiro	Shanghai
Dia	Portuguese gunboat	739	—	—	Captain Coutinho	Macao
Vasco da Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Alcant	Russian gunboat	810	6	730	Comdr. Guin'v	Vladivostok
Amur	Russian cruiser	2600	5	4790	Comdr. Granatschikoff	Port Arthur
Akeld	Russian cruiser	6000	27	24,000	Capt. Reitzenschein	Shanghai
Robur	Russian cruiser	7800	10	16,500	Comdr. Erjookitch	Port Arthur
Bogatyr	Russian gunboat	1050	8	1150	—	—
Diana	Russian gunboat	6840	12	19,500	—	—
Djighib	Russian cruiser	6731	8	8000	Capt. Nasarowsky	Salgon
Gaidamak	Russian gunboat	1456	3	1700	Comdr. Yurief	Port Arthur
Gromistichy	Russian gunboat	500	9	3500	Comdr. Zagarsky	Port Arthur
Grombol	Russian gunboat	1490	6	2000	Captain Jessen	Vladivostok
Il'ik	Russian gunboat	12,584	44	14,500	Comdr. Skumof	Shanghai
Mandjour	Russian gunboat	1000	8	1000	Commander Onwa	Shanghai
Norik	Russian cruiser	1524	7	1400	Comdr. Vasilié	Port Arcua
Ortrajny	Russian gunboat	3000	6	17,000	Captain Koroleff	Damaged.
Peresviet	Russian battleship	12,674	15	14,500	Captain Jakovitch	Port Arthur
Petrovich	Russian battleship	10,980	16	10,600	Capt. Zatsarding	Port Arthur
Pobeda	Russian battleship	12,674	15	14,500	Captain Osorof	Port Arthur
Ratny	Russian battleship	10,960	16	10,760	Comdr. Liven	Port Arthur
Rashyoliz	Russian cruiser	1534	10	1760	—	Port Arthur
Ratvizan	Russian battleship	12,802	16	16,000	Captain Serenipentof	Vladivostok
Rosia	Russian protected cruiser	9,200	68	7,000	Capt. Matsevich	—
Rurik	Russian battleship	0,923	28	13,250	Captain Serenipentof	Port Arthur
Sevastopol	Russian battleship	10,960	16	10,600	Lieut.-Comdr. Ivanof	Port Arona
Silatch	Russian gunboat	950	2	1125	Comdr. Zagoransky-Klasi	Port Arona
Vesnik	Russian gunboat	500	9	3300	Comdr. Abramoff	Port Arthur
Zabzaka	Russian cruiser	1280	15	1194	—	—
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bairdridge	U. S. torpedo-boat destroyer	420	7	8700	Lieut. G. Williams	Hongkong
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Callio	U. S. gunboat	2	10	600	Lieut. Dismake	Canton
Chambers	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. F. Joseph	Hongkong
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugs Oterhous	Shanghai
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Hongkong
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Shanghai
Elcano	U. S. gunboat	420	10	6000	Comdr. J. Hood	Canton
Helena	U. S. monitor	1352	8	1983	Comdr. F. E. Sawyer	Shanghai
Monadnock	U. S. monitor	3990	6	3000	Comdr. J. B. Milhen	Cavite
Minotaur	U. S. monitor	4084	4	7540	Commander G. B. Harber	Shanghai
New Orleans	U. S. cruiser	8427	20	7500	Capt. H. A. Wiley	Shanghai
Oregon	U. S. gunboat	10,298	45	11,111	Ensign J. E. Eas	Cavite
Pampana	U. S. gunboat	2	3	250	Capt. Bennett	Cavite
Parana	U. S. gunboat	4000	14	7500	Capt. J. B. Collins	Manila
Rainbow	U. S. cruiser	8315	18	1118	Comdr. Marshall	Shanghai
Raleigh	U. S. cruiser	4083	27	9913	Capt. Verr	Manila
San Francisco	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Statenburg	U. S. gunboat	347	3	1300	Lieut. H. A. Wiley	Shanghai
Villalobos	U. S. gunboat	1707	18	1894	Commander A. W. Doda	Manila
Wilmington	U. S. gunboat	1200	60	12,608	Captain Clorer	Shanghai
Wisconsin	U. S. flagship	12,600	60	12,608	—	Shanghai



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REQUISITES.

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LIMITED.  
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Doyleys. Splendid Selection of  
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MEMOS. FOR TO-MORROW.

Meeting.  
Union Meeting of Union Insurance So-  
ciety of Canton, Ltd., at Head Office.

Auction.  
3.30 p.m.—Auction of Japanese Car-  
tels, at Mr. V. I. Remondone's Sales  
Rooms.

Miscellaneous.  
Goods for Tylidip undelivered after  
this date will be landed.

Amusements.  
9 p.m.—Performance at City Hall.

General Memoranda.

Monday, October 18.—  
Union Meeting of Shareholders of Can-  
ton Insurance Co., Ltd., at Messrs. Jardine  
Matheson & Company's Offices.  
Goods for Kowloon undelivered after 4  
p.m.—on this date will be landed.

Tuesday, October 19.—  
9 p.m.—Pleasant for Ministering Children's  
League on Volunteer Parade Ground.

Monday, October 24.—  
9.30 p.m.—Auction of Autumn & Win-  
ter Suit Lengths & Coatings, etc., at  
Mr. Geo. P. Lammert's Sales Rooms.

Tuesday, October 25.—  
Goods for Maria Valerie undelivered  
after this date subject to rent.

Thursday, October 27.—  
9 a.m.—Military Gun Practice.

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**BIRTH.**  
On October 18, the wife of J. R. CAPELL,  
of a Daughter.

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All business communications for this  
office should be addressed to THE MANA-  
GER.  
Communications intended for publication  
should be addressed to THE EDITOR, and  
not to any person by name.  
We cannot undertake to return rejected  
communications.  
Any communication not accompanied  
by the signature of the writer will be  
rejected without consideration.  
All communications must be legibly  
written upon one side of the paper.  
Telephone, No. 22.

**The China Mail.**  
HONGKONG, WEDNESDAY, OCTOBER 19, 1904.

**THE CANTONESE AND THE  
RAILWAY.**  
Some friction appears to have arisen  
in Canton between foreigners and the  
Chinese respecting the right of control  
of the Canton Hankow railway. Though  
the man in the street is not cognisant  
of the ground of the dispute, nor can  
he affirm with confidence, which side,  
if any, is specially blameworthy, yet he  
may, from certain rumours, and, more  
especially, from the tone of the native  
press, infer that something has trans-  
pired. During the last few days the  
telegraph has, we hear, been in constant  
requisition; appeals have been sent to  
the Viceroy of the Two Kwang, to  
Chang Chih Tung, and also to the  
Foreign Office at Peking, and replies  
and instructions have been received  
from each of these authorities. They,  
and also Shing of Shanghai, unite in  
affirming that stringent measures must  
be taken to retain the right of full con-  
trol of the railway in the hands of the  
Chinese. Not only are the officials  
bestirring themselves, but the local  
gentry, the merchants, and even the  
shopkeepers are agitating to the same  
end. It would appear that recently  
two large meetings have been held in  
Canton, and that they have been well  
attended. One was held in the Ming  
Shin Tong, and was confined to the  
gentry and the merchants. A second  
was held in a hall connected with the  
Temple of Longevity, which was open  
to the members of the community  
generally, and from the reports in the  
local papers was very stormy. After  
two hours of debate it was adjourned  
to the Ming Shin Tong. At two o'clock,  
the adjourned meeting recommenced,  
and there was present one Mr. To, a  
Hunan man. The old Hunan hatred  
of the foreigner appeared to be latent  
in him, and it burst forth with exceed-  
ing bitterness and virulence. In the  
course of the debate, or rather of his  
harangue, he asserted that an absolute  
control of the railway was what the  
foreigner wanted, and thereby he would  
secure a lien on the land over which  
the railway was being built, and that  
he was backed up in this claim by the  
great power of his respective govern-  
ments. Therefore, To continued, 'the  
right of control of the line is a matter  
of life and death to us. We must not  
wait to consider the present conse-  
quences to ourselves, but with might  
and main we must get back this right  
of control at all costs.' It is said that  
after this speech there was a tumult  
and uproar 'like the noise of the waves  
of the sea in a great storm,' and the  
babel was all the more confusing, be-  
cause Mr. To, being a Hunan man, was  
only partially intelligible to the general  
audience. Some of the passages indeed  
were only intelligible after they had  
been translated into the local vernacu-  
lar by a local scholar. If we take  
some percentage off this graphic and  
somewhat partial description, it is evi-  
dent that something has happened  
which has moved the intelligent and  
thoughtful part of the Canton commu-  
nity, both official and non-official alike,  
and that this something is very distaste-  
ful to them, and that they fear greatly  
the consequences of the present condi-  
tion of things. We are not, moreover,  
altogether without some appreciation  
and even sympathy with the Chinese  
in their present difficulty. We can at  
any rate understand their apprehension.  
The best informed of them know well  
enough that every mile of line, that  
foreigners lay in Kwangtung with  
foreign funds is, so to speak, another  
stockade raised against the end the  
Chinese have in view, which is the abso-  
lute control of their own country, with-  
out let or hindrance from the out-  
sider. On the other hand it must be  
evident to them, and perhaps

the suspicion that it is so, makes their  
words so bitter, that this goal towards  
which they are thus pressing, with so  
much clamour, is really receding from  
them. That railways have come to  
stay is certain. That they are ap-  
preciated by the Chinese is evident.  
That they will be patronised more and  
more may be confidently affirmed.  
What then? Are the Chinese competent  
to finance, to construct, and to control  
this great undertaking? We doubt it.  
Indeed we might go a step further and  
tell them that they are quite incom-  
petent. The mind and purse of fore-  
igners must be laid under contribution  
if the work is to be completed. What  
then? We are 'surely warranted' in  
pointing out another side of this ques-  
tion. Every lakh of dollars that fore-  
igners invest will be an added guarantee  
for the peace of the Province. If the  
officials refrain from agitating, and  
throw themselves on the side of progress,  
this very railway, though more or less  
controlled by foreigners, will be found  
to be not a curse, but a blessing to the  
Province, for it will tend to increase  
trade, to bring people into communica-  
tion with each other, and so lessen the  
chances of internecine strife and con-  
fusion.

**LOCAL AND COAST NEWS.**  
An interesting article on the re-open-  
ing of the Provincial College at Kuiliu will  
be found on pages 2 and 3 of this issue.

For the week ended October 17th, 362  
rats were caught in the City and Kowloon.  
Four from each place were found to be  
suffering from plague.

**Six a Side Football.**  
Yet another win has to be credited to  
Gray's team, for they defeated Boyd's  
half-a-dozen by one goal to nil yesterday.  
Rutherford's and Auld's team played a  
draw.

**The French Mail.**  
The local agent of the Messageries  
Maritimes Company informs us that the  
Marseilles strike being over, the Messa-  
geries have resumed their regular sailings.  
The s.s. *Tourane* left Marseilles for China  
and Japan on the 16th inst. and the s.s.  
*Tonkin* will follow on the 30th.

**The Yellow Dragon.**  
The October number of the Queen's  
College Magazine is well up to the standard  
of its predecessors. It contains interesting  
reading matter, notably an account of a trip  
overland from Hanoi to Canton by Mr. R.  
E. O. Bird. There were 1,111 boys in the  
School roll for September, so that the  
*Yellow Dragon* should have a large circula-  
tion.

**A Question of Procedure.**  
A letter was read at yesterday's meet-  
ing of the Sanitary Board from Mr. Rum-  
jahn regarding the present method of bring-  
ing about the abatement of nuisances aris-  
ing from defective and choked drains.  
The letter suggested that a change in the  
present procedure was necessary, in order  
that the occupier might be required to  
abate the nuisance. A good deal of time  
and trouble was at present necessary before  
a notice could be served on the owner of  
premises where a nuisance existed and  
days often elapsed before a trivial choking  
of a down pipe could be remedied. Dr. At-  
kinson said that at times it was impossible  
to find out who was responsible for a nu-  
isance and the only thing left for inspectors  
to do was to go to the owner.

**Obtaining Money by False Pretences.**  
Some members of the Chinese com-  
munity do not appear to lose any opportu-  
nity of making money by trading on the  
ignorance or credulity of their fellow  
countrymen. In West Point a man, who  
has been arrested by the police, has been  
making a quite a decent income by  
representing that he was authorised by the  
Sanitary Board to carry out lime-washing.  
His custom was to go to a Chinese house  
and state that he had been sent by the  
Board to lime-wash their house at their  
expense. The cost, he said, would be  
about \$3 and he would call round on the  
following day and do the work. He as a  
rule called round punctually and after  
lime-washing a little round about the  
windows would declare that the Board's  
requirements had been complied with, and  
then present a bill, which in several in-  
stances was paid. This fraud was found to  
have been perpetrated on several people the  
one bucket of lime-wash serving to do all the  
lime-washing necessary in half a dozen  
houses. He was sentenced, at the Magis-  
tracy to-day, to two months' imprisonment  
on three separate charges, sentences to be  
cumulative.

**RHEUMATISM** is a stubborn disease to  
fight but Chamberlain's Pain Balm  
has cured it many times and will do so when-  
ever opportunity offers. This remedy is a  
generally family liniment and not only does  
it quickly relieve rheumatic pains but it  
also cures lame back, stiff neck, soreness  
of the muscles and stiffness of the joints. It  
is antiseptic and when applied to cuts,  
bruises, burns & scalds, heals such wounds  
without maturation and in less time than  
by any other treatment, and, unless the in-  
jury is very severe, will leave a scar.  
For sale by All Dealers; WATKINS & Co.,  
Ltd., General Agents.

**LOCAL AND COAST NEWS.**  
**Union Church Literary Club.**  
A debate on 'Conscription' is to take  
place to-morrow evening at 9 p.m. at the  
Union Church, when the following gentle-  
men will speak from their respective points  
of view:—Naval, Eng. Lieut. A. R. Grant,  
R.N.; Military, Mr. S. T. Wenborn, R.E.;  
Volunteer, Mr. H. O. Bell; Civil, uncertain,  
Lieut. Souter being unable to be present.

**Rugby Football.**  
A second Rugby Football match will  
be played to-morrow afternoon at Happy  
Valley—Kick off at 4.45—between teams  
representing the Peak and City. The  
Peak will play in white and the City in  
Club colours.  
The teams are as follows:—  
Peak—Crofton, full-back; Dixon, Lang  
and two others, three-quarters; Clark and  
Fletcher, halves; Sandford (capt.), Boyd,  
Strover, Murray, Chesney, Rogers, Cum-  
mings, Davidson, Dutton and Steen, for-  
wards.  
City—Bouchier, full-back; Maddaford,  
Bateman, Leckie and Scandlers, three-  
quarters; Kempthorne and Jordan, halves;  
Chard (capt.), Rowley, Hallifax, Goldring,  
Macdonald, Hanson, Duncan, Davis and  
Biden, forwards.

**'The Belle of New York.'**  
When the curtain rose last night at  
the Theatre Royal, welcoming the second  
appearance of the Lilliputians in 'The  
Belle of New York,' the house was com-  
fortably filled, and judging from the hearty  
laughter which emanated from all parts of  
the house, the audience must have derived  
a considerable amount of enjoyment watch-  
ing the child-actors singing and dancing.  
The principals sustained their parts to  
perfection, while the smaller parts were all  
creditably performed. We must not allow  
this occasion to pass without congratulating  
those responsible for the scenic effects in-  
troduced in 'The Belle of New York,'  
especially the seaside scene in the latter  
part of the last act. This, together with  
the beautiful costumes worn throughout  
the piece, enhanced the production which  
we had the pleasure of seeing last night.  
To-night the 'Geisha' will be the at-  
traction.

**A Warning to Europeans.**  
A case which Mr. H. H. J. Gompertz  
declared should act as a warning to all Eu-  
ropeans who have charge of Chinese work-  
men came up at the Magistracy this morning.  
It was one in which a European and a Chi-  
nese, both employed by the Dock company,  
proceeded against each other by cross ac-  
cuses for assault. It was shown in evi-  
dence that the Chinese complainant was in  
charge of a launch and had to take some  
workmen to the steamer *Sikh*, and then  
take a further batch of boilermakers on to  
another steamer. After putting the first  
lot of men, together with the European, on  
board of the *Sikh*, the complainant steamed  
off to the other steamer and on returning to  
the *Sikh* the European grumbled at him  
for having gone away without his orders,  
and, according to the Chinaman, struck him  
and nearly knocked him into the water.  
The complainant in the second case stated  
that when he spoke to the Chinaman he  
answered him in an insolent manner and  
provoked the assault. Mr. Gompertz said  
it was clear that the European had com-  
mitted an assault and he hoped the case would  
not act as a warning to Europeans who had  
charge of Chinese. The European was  
fined \$10.

**A Sampan Run Down.**  
A collision occurred in the harbour  
last night between a junk and a steam  
launch which might easily have resulted in  
loss of life. It seems that about 6.30 last  
evening a young man who was about to  
proceed to Shanghai by the *Kwong Sang*,  
hired a sampan to convey himself and his  
luggage aboard. After seeing the luggage  
safely on board of the steamer he started  
to come back to the shore, accompanied by  
the Chief Officer of the ship, in the same  
sampan. While making for the shore the  
sampan was sailing close up to the wind  
when they noticed a steam launch coming  
along apparently trying to cross the sam-  
pan's bows. The sampan being a sailing  
vessel held on her course, expecting the  
launch to get out of the way. The launch,  
however, kept on her course until quite  
close to the sampan and then suddenly  
shifted her helm with the result that she  
made straight for the smaller boat. The  
sampan-man seeing that a collision was  
inevitable brought his boat right  
round into the wind but before she  
could get out of the way the launch struck  
her in the bow and turned her over. The  
occupants of the boat, besides the two  
Europeans, were a man, a woman, and two  
small children, all of whom were thrown into  
the water, but managed to swim back to the  
upturned boat and cling on to it until they  
were picked up by the launch, which had  
by this time returned to the rescue. The  
Europeans on board the launch tried to  
ascertain her name but were unable to do  
so but succeeded in carrying off two of her  
life buoys from which it is believed that  
she was the *Yut Sam*. The passenger lost  
a pocket book containing his ticket and  
\$30 in money.

**BY TELEGRAPH.**  
[CHINA MAIL'S EXCLUSIVE SERVICE.]  
[SUPPLIED BY ROUTE VIA HONGKONG.]  
Received on October 18 at 8.41 p.m.

**THE RUSSO-JAPANESE WAR.**

**WHEN SHALL THE END BE?  
NOT FOR JAPAN TO JUDGE.**

**Interview With Viscount  
Hayashi.**  
LONDON, October 18.  
Viscount Tadashi Hayashi, Japanese  
Minister in London, has been in-  
terviewed by a Reuter's representa-  
tive.  
'It was not for Japan,' said Viscount  
Hayashi, 'to judge if the time had  
come to discuss the question of peace;  
that rested entirely with the Tsar of  
Russia.'

**THE APPROACH OF WINTER.**  
**NEED NOT STOP THE  
FIGHTING.**

**The Advance on Harbin.**  
LONDON, October 18.  
Viscount Hayashi is of opinion that  
there is nothing to prevent continuous  
fighting throughout the winter. The  
next point of real importance in the  
advance of the Japanese is the taking  
of Tieling, after which nothing can  
prevent the Japanese marching on  
Harbin.

[JAPANESE OFFICIAL TELEGRAMS.]  
**JAPANESE COLUMN  
SURROUNDED.**  
**Desperate Fight for Liberty.**  
TOKIO, October 18, 3.15 p.m.

One column under Brigadier General  
Yamada proceeded, on the 16th inst., to  
reinforce a detachment of our Left  
Army in attacking the enemy north of  
Shahopau. The enemy was defeated  
near Weebialoutzu; two guns and two  
ammunition waggons being captured.  
After repelling the enemy again at  
Santakautze the column proceeded to  
return to its original position, when it  
was suddenly enveloped at 7 p.m. by  
about one division of the enemy.  
After a fierce hand-to-hand fight it  
succeeded in breaking through the  
enemy and regained the original posi-  
tion. Meanwhile our artillery having  
lost most of its horses and men was  
compelled to abandon nine yaho and  
five sanpo (sic). The enemy was re-  
forced in front of our Central Army.  
Our casualties on Sunday were about  
a thousand.

**FIERCE ASSAULTS ON THE  
JAPANESE LEFT.**

**Russians Repulsed.**  
TOKIO, October 18, 3.40 p.m.  
Marshal Oyama reports that on Mon-  
day night the enemy twice made fierce  
assaults in front of the right column of  
our Left Army, and some smaller as-  
saults in the direction of the central and  
Right Armies. We repulsed them all.  
The enemy retreated leaving many  
dead bodies on the field.

[REUTER'S SERVICE.]  
**A Wedge Into the Russians.**  
LONDON, October 17.  
Reuter's correspondent with the Russian  
western army wired on the 15th instant,  
that six days' fighting, exceeding in ferocity  
that at Liaoyang, had resulted in the  
continued retirement of the Russians.  
The Japanese were now driving a wedge  
into the Russian centre.  
The terrific bombardment had caused a  
heavy storm of rain and hail and the battle-  
field had become an impassable morass in  
which both armies were stuck.

**Winter Clothing.**  
Japan is placing large orders for army  
winter clothing with South Scotland  
manufacturers.

**The Baltic Fleet.**  
The Baltic Fleet sailed yesterday from  
three steamers in the Great Belt.

**A Russian Success.**  
General Sakharoff reports that the Rus-  
sians, after desperate fighting yesterday,  
drove the Japanese from a hill on the  
southern bank of the Shaho, capturing 12  
guns.

**Port Arthur's Peril.**  
The Kobe *Shimbun* has received a tele-  
phone message from Tokio to the effect  
that General Stessel has reported to the  
Tsar as follows:—Communication between  
Port Arthur and the other Russian forces  
has long been cut off. According to our  
expectations, the Baltic Squadron must be  
on its way to relieve us, but we have seen  
nothing of it as yet. Doing my best, I  
cannot hold out longer than the end of  
October.

**From the Front.**  
A number of Russian soldiers on the night  
of October 3rd at Ujina by the *Tsushima* and  
Cheyung from the front. The follow-  
ing day, seventy-seven officers and five hun-  
dred men wounded at Liaoyang and thirty-  
four Russians were brought to Moji by the  
*Aki Maru*, while forty-one Russians arrived  
on October 6th at Ujina by the *Hyogo*  
*Maru*. They were removed to Matsuyama.  
Thirty eight were wounded.

**Russians Still in Korea.**  
On October 5, at 11.30 a.m., Japanese  
scouts found five or six Russian Cavalry  
near Hamkwang, North-east Korea, about  
six miles west of Hamhung, and fired upon them  
for a short time. The enemy retired west-  
ward, but the scouts did not pursue them,  
owing to the bad state of the roads. About  
3,000 Russians are reported to have arrived  
at Kogen on the 2nd inst. In consequence  
of their arrival, the Koreans at Hamhung  
began to leave their homes, and about five  
hundred have already quitted the town.

[REUTER'S SERVICE.]  
**OBITUARY.**  
LONDON, October 17.  
The death is announced of Princess Astu-  
ria, the Heiress Presumptive to the Spanish  
throne, in childbirth.

**HISTORY OF THE LILLIPU-  
TIANS.**

**After a Quarter of a Century.**  
Smooth out the faded faded manuscript  
of the past—search back for a quarter of a  
century, and there, far away south, in  
sleepy Launceston, Tasmania, we find Pol-  
lard's Juvenile Opera Company giving its  
initial performance of *Pinafore*. Thus, in  
Tasmania, in 1878 was born the Lilliputian  
Opera Company which opened in the City  
Hall of October 17. Not that the per-  
sonnel of the company is the same now as  
then. Time has wrought many changes—  
child has come and child has gone—and it  
was ten years after a small company of  
boys and girls, with gaudy wardrobe and  
pretty scenery, took boat for New Zealand,  
that the eldest of the present Lilliputians  
opened her baby eyes under an admiring  
company's gaze. Yet since its inception the  
Company has toured almost the whole  
world, its founder has long since 'crossed  
the bar,' and one of the little chaps, who  
gleefully prattled his part in *Pinafore* a  
generation ago, now controls the delicately  
adjusted machinery of this wonderful enter-  
prise. It was the subtle skill of reminis-  
cence that turned the lung forgotten key  
and swung open the doorway of the past.

Mr. C. A. Pollard, manager of the pre-  
sent company, and son of the original  
founder, gave us a call. 'You want to  
know something about our history?' he said  
slowly and musingly 'Yes, I will tell you.  
My father having opened with a juvenile  
company in Tasmania, saw success ahead,  
and spent some twelve months in New  
Zealand. Most companies have their hard  
initial struggles, but on the scale of public  
approval rested from the very first. We  
toured Australia in the early eighties and  
left for India in 1883. We attended the  
Calcutta Exhibition, and there made a  
successful trip to the Straits Settlements and  
Borneo. The years 1884 to 1885 saw us in  
Australia again, but the children had  
grown somewhat in the meantime, and the  
character of the performance had under-  
gone a change. In 1896 I determined to  
reorganise the company on the old lines  
and to make a feature of the juvenility of  
the performers, and having done so we  
made straight for Calcutta, where the  
Lilliputian Opera Company met with a  
reception which must have warmed the  
bosoms of the little ones. From that time  
on the character of our company has been  
unchanged. After playing in Shanghai,  
Hongkong, and Japan, we went to Calcutta  
again in 1897. Colombo and Mauritius  
were then visited and in the following year  
we gave our initial performance in Madras.  
The experiences of the company while  
in South Africa border on the romantic.  
Just when war was expected to break out  
Mr. Pollard and his company were in  
Kimberley. He decided to quit, and acting  
with decision he sent on his Lilliputians  
to Queenstown. On the next day he was  
to follow with the wardrobe and scenery,  
but the storm implacable decree of war,  
which is unmoved by the mother's outcry  
or the widow's tears, came but little for  
the protest of a theatrical manager. The  
company crossed the Modder River bridge  
a few hours before it was blown to pieces,  
and the declaration of war found the  
Lilliputians at Queenstown, minus a man-  
ager, and the manager—with wardrobe  
and scenery—at Kimberley, minus a com-  
pany. One of Mr. Pollard's assistants took  
charge of the children, and at great expense  
purchased new wardrobes and had fresh  
scenery painted. This work was done so  
quickly that in a fortnight the company  
was performing nightly at Queenstown.  
For some time they travelled through the  
larger towns, and having performed in  
Capetown, the company left for Australia  
in February, 1900.

All this time the present manager was in  
Kimberley. He strove by every possible  
means to join his company, but was unable  
to do so, until at last, nearly five months  
after the destruction of the Modder bridge,  
he made his way to Capetown, only to find  
that his company had left for Australia. 'I  
at once joined the company,' observed Mr.  
Pollard, 'and after touring Australia we  
visited Java, Straits Settlements, Hongkong  
and Manila. From adjectives received I  
decided to tour America and we played in  
the United States and Canada from Novem-  
ber 1901 until late in 1903. Last April saw  
us once more on Australian shores, and  
since then we have been organising in  
Melbourne for our present performances.  
Then we toured through Queensland on our  
way to the East, and now we are here.'

**WEATHER REPORT.**  
The following notice is issued by the  
Hongkong Observatory:—

On the 19th at 11.15 a.m. The barom-  
eter has risen over the Pacific, and the  
eastward of Formosa, and fallen at all other  
stations, but more particularly in the north  
of Japan and in the Yangtsze valley.  
The depression referred to yesterday is  
entering the Yellow Sea to the northward  
of Shanghai, moving towards the NE.  
Another and deeper depression is passing  
over Hokkaido.  
Gradients are slight on the China Coast,  
and light variable winds may be expected  
in the Formosa Channel and light E. winds  
in the northern part of the China Sea.  
Forecast:—Light E. winds, cloudy, fair.







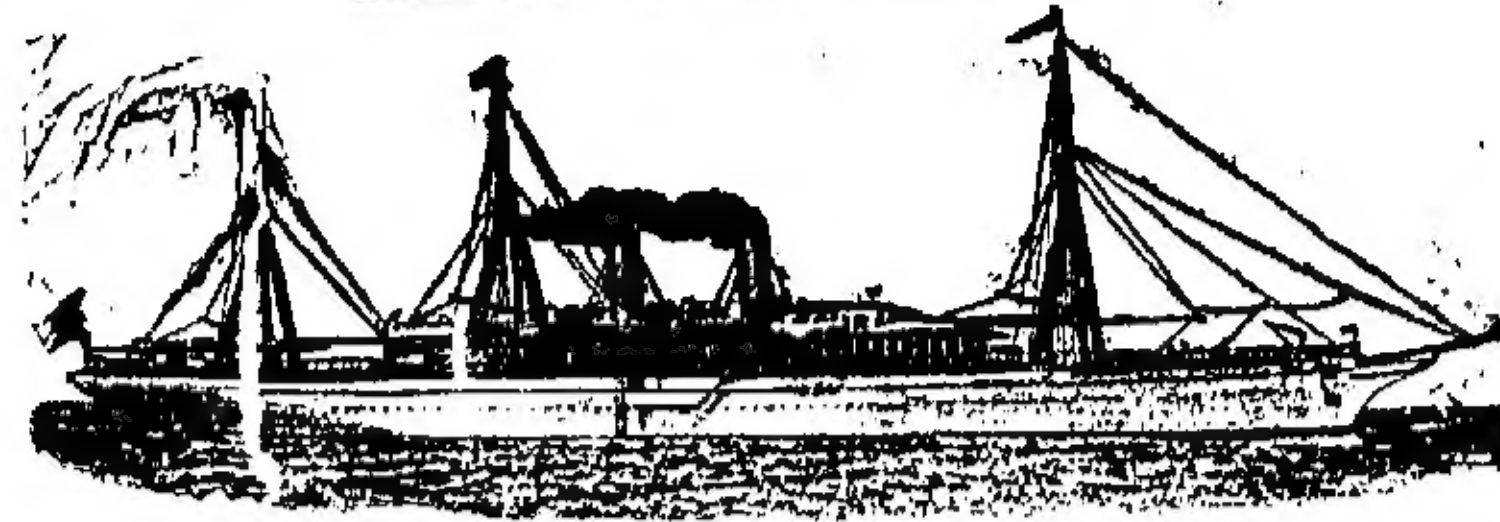
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PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

Named for	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	Simla	21st October	Freight and Passage.
LONDON, &c.	Malla	22nd October	See Special Advertisement.
LONDON & ANTWERP, Via S'FORE, PANG, C'NO, AND PORT SAID	Malaya	About 28th October.	Freight and Passage.
SHANGHAI, MOJI AND KOBE (passing through the INLAND SEA).	Danot	About 28th October.	Freight only.

For further Particulars, apply to

P. & O. S. N. Co.'s Office,  
Hongkong, October 18, 1904.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
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SAFETY—SPEED—PUNCTUALITY.

Empire—1st Class Steamer—8,000 Tons—10,000 Horse power—Speed 19 knots.

Sailing 3 to 7 days across the Pacific.

Uninterrupted Sailing from Hongkong. (Subject to Alteration.)

R.M.S. TARTAR... 4,425 Tons... Wednesday, Nov. 2, 1904

R.M.S. EMPRESS OF INDIA... 6,000 Tons... Wednesday, Nov. 16.

R.M.S. EMPRESS OF JAPAN... 6,000 Tons... Wednesday, Dec. 14.

R.M.S. ATHLETIC... 3,882 Tons... Wednesday, Dec. 23.

R.M.S. EMPRESS OF CHINA... 8,000 Tons... Wednesday, Jan. 11, 1905.

Callings to London: 1st Class... via St. Lawrence £60. via New York £82.

Intermediate on Steamers... £40. £42.

1st Class Rail... £40. £42.

The magnificent "EMPIRE" STEAMSHIPS passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

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Passenger booked through to principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Government.

For further information, apply to Messrs. D. W. CRADDOCK, Acting General Agent,

117, 119, Hongkong, October 19, 1904.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,  
MOJI, KOBE & YOKOHAMA: For PORTLAND, OREGON,

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Callings to Portland, Oregon: 1st Class... via St. Lawrence £60. via New York £82.

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117, 119, Hongkong, October 19, 1904.

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REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMBU, Via SWATOW AND AMOY	FRITHJOF	SUNDAY, 23rd Oct., at Daylight.
FOOCHOW, Via SWATOW AND AMOY	TRIUMPH	WEDNESDAY, Oct. 26, at Daylight.
TAMBU, Via SWATOW AND AMOY	M. STRUYE	SUNDAY, 30th Oct., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers  
have been requisitioned for Transport Service, and the above named chartered  
Steamers have been secured instead for maintenance of the Company's Coastal Services.  
As soon as the state of Affairs permit the Company will resume running with its special-  
ly designed new Steamers.For Freight, Passage and further information, apply at the Co.'s local Branch  
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T. ARIMA, Manager.

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VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
LYRA	4,417	G. V. Williams	About Oct. 29

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The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

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The Twin-screw s.s. Shewan and Tameson have just been fitted with very superior

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MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	AGAMEMNON	21st October.
GLASGOW AND LIVERPOOL	Pyrrhus	27th October.
GLASGOW AND LIVERPOOL	YANTRIS	29th October.
GLASGOW AND LIVERPOOL	DARINUS	5th November.
GLASGOW AND LIVERPOOL	NINCHOW	11th November.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	ACHILLES	20th October.
LONDON, AMSTERDAM & ANTWERP	Pyrrhus	26th October.
LONDON, AMSTERDAM & ANTWERP	MACHAON	8th November.
LONDON, AMSTERDAM & ANTWERP	JASON	22nd November.
* GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	22nd November.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via YANTRIS	YANTRIS	1st November.
PAGASAKI, KOBE & YOKOHAMA	YANTRIS	1st November.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Hongkong, October 17, 1904.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	25th October.
CEBU AND ILOILO	KAIPO	27th October.
SWATOW, CHEFOO & TIENTSIN	KANSU	27th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	TAIWAN	27th October.
SHANGHAI	Woonung	29th October.

\* The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.

A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze &amp; Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and

Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Hongkong, October 18, 1904.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila—Saloon amidships.

Electric Light—Perfect Cuisine—Surgeon and

Stewardess carried—All the most up-to-date arrange-

ments for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2,540	R. W. Almond	Amoy & Manila	Oct. 23, at 10 a.m.
ZAFIRO	2,540	R. Rodger	Manila Direct	Oct. 23, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co.,

Hongkong, October 19, 1904.

## SOUTH AFRICAN LINE OF

STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to

DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:

S.S. SWANLEY	Captain J. P. Dawson
S.S. COURTFIELD	J. W. Martin
S.S. CRANLEY	W. E. Steele
S.S. IKBAL	M. Robertson
S.S. ASCOT	O. E. Cox
S.S. WREDDALE	T. M. Milne
S.S. LOTHIAN	J. G. Williamson
S.S. INKUM	E. S. Pearce

For Freight, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, September 26, 1904.

## EASTERN &amp; AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Callings at PORT DARWIN and QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &amp;c.)

THE Steamship EMPIRE

Captain P. T. HEMMIS, will be despatched

for the above Ports on WEDNESDAY,

the 18th November, at Noon.

This well-known Steamer is specially

fitted for Passengers, and has a Refriger-

ating Chamber, which ensures the supply

of Fresh Provisions, Ice, &amp;c., throughout the

voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort

of passengers the steamers of the Company

have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, October 18, 1904.

## DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY &amp; FOOCHOW.

THE Company's Steamship

HAILONG,

Captain MURRO, will be despatched

for the above Ports on SATURDAY, the 22nd

Inst., at 2 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; Co.,

General Managers.

Hongkong, October 18, 1904.

## AMERICAN ASIATIC STEAMSHIP

COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

CLYDEBURN

Captain PARKER, will be despatched

for the above Ports on or about SATURDAY,

the 22nd October.

For Freight, apply to

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, October 18, 1904.

## Shipping.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
LOONGSANG,  
Captain G. S. WHEAT, will be despatched  
as above on FRIDAY, the 21st Inst., at  
4 p.m.This Steamer has superior Accommodation  
for First-class Passengers, and is fitted  
throughout with Electric Light and carries  
a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, October 17, 1904.



## STEAM FOR

STRAITS, OCEAN, AUSTRALIA,  
INDIA, ADEEN, EGYPT, MEDITER-RANEAN PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

The Steamship MALTA, Captain

R. A. PETERS, carrying His Ma-

jesty's Mails, will be despatched from

this for BOMBAY, on SATURDAY, the

22nd October, at Noon, taking Passen-

gers and Cargo for the above Ports in con-

nection with the Company's s.s. Britannia,

6,525 tons, from Colombo. Passengers' ac-

commodation in this vessel is secured

before departure from Hongkong.

Silk and Valuable, all Cargo for France

and India for London (under arrangement) will

be transhipped at Colombo into the mail

steamer proceeding direct to Marseilles and

London; other cargo for London, &amp;c., will

be conveyed from Bombay by the R.M.S.

Mongolia, due in London on the 4th Decem-

ber, 1904.

\* Parcel will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, October 8, 1904.

## AUSTRIAN NAVIGATION

LLOYD'S STEAM COMPANY.

STEAM FOR

TRIESTE DIRECT, Callings at

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEEN, SUEZ AND

PORT SAID.

(Taking cargo at through rates to the

BRITISH, to South Africa, Red Sea,

Black Sea, Levant, Venice and

ADRIATIC PORTS.)

THE Company's Steamship

TRIESTE,

Captain MURRO, will be despatched as

above on SATURDAY, the 22nd Inst.,

p.m.

This Steamer has capital accommodation

for Passengers, Electric Light and carries

a Doctor.

For information as to Passage &amp; Freight,

apply to

SANDER, WIELER &amp; Co.,

Princes' Building.

Hongkong, October 4, 1904.

## STEAMSHIP SERVICE TO NEW

YORK, via PORTS and

SUEZ CANAL.

THE Steamship

ENNEBEE,

will be despatched as above on or about

SATURDAY, the 12th November, 1904.

For Freight and further information,

Apply to







